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DIA review(s) completed.

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DD/L, was also present.	7
2. opened the conversation by referring to DIA's long	
standing desires and plans for construction of a headquarters building and	
the blockage of this building at Arlington Hall Station. He indicated that, in	
their latest Hearing with the House Subcommittee on Military Construction	
(the Chairman is Congressman Robert Sikes (D Fla.) but he was not	
present at this session), Committee members dentified Con-	
gressman John J. McFall (D Cal.) and Mr. Charles R. Jonas (R N. C.))	
recommended that DIA find a site other than Arlington Hall Station and	
specifically pointed to the BPR area, Langley. (offered to pro-	
vide us copies of pertinent pages of the Hearing transcript.)	2
confirmed that DIA at this time has neither authorization nor money for its	
building; it previously had authorization but the building was never funded.	
DIA included a statement of a need for the building in its current presentation	
to Congress. DIA intends to put the building into its Fiscal '72 budget —	
DIA is looking for approximately 100 acres to house 4,000 people. DIA	
still prefers Arlington Hall Station but its next preference would be BPR	
for reasons of convenience to personnel and also for operational convenience	
in reducing liaison travel time to and from CIA Headquarters. DIA feels	
that with this Congressional move it has no alternative but to pursue the	
BPR idea even though it might ultimately have to tell the Committee members	
that such a proposal is not feasible. Iso said that the Com-	
mittee members indicated that, with individual Committee men on CIA and	
Transportation Committees, the Military Construction Subcommittee could	
exercise some influence in these other organizations.	
exercise some unidence in these offici organizations.	
25X1A 3. noted continuing discussions with Messrs. Bozarth	
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and Hromanik of National Capital Planning Commission which most recently	

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developed on CIA, BPR, and DIA plans (personnel and/or vehicles) for this area so that the impact on roads and other facilities could be assessed. It was noted that the last formal study was made in 1963.

4. I acknowledged that given the Congressional push DIA had no alternative but to produce a response. I expressed surprise at the Commission's suggestion and indicated that it seemed more sensible for the Commission itself to take the lead rather than look to DIA to act as a broker for all departments and agencies. I pointed out that the Agency had extensive plans for bringing its now separated personnel to the headquarters area and that these plans ideally would contemplate use of additional BPR land. I also noted that a relatively recent new major worry had surfaced with the publication of Washington's subway plans - I noted that, and their anticipated unacceptable 25X1A in fact, the necessity to deal with in time, take precedence over our other "campus" planning. I noted that our Director had agreed, as a necessary action some time back, with the establishment of a Building planning group and that, despite the general executive department construction ban, we were nonetheless pressing ahead with development of plans. Finally, I told the visitors that I would discuss their visit with Mr. Bannerman, particularly the new factor of Congressional suggestion that DIA should look in our direction. I also indicated that we would be in touch with the Commission and, subsequently, with them.

25X1A

5. I had two discussions with _______ He had learned that no DIA building was included in this year's Military Construction Bill. He also confirmed that there would be a tie-in on transportation and the Agency through Congressman Minshall (R. - Ohio), who is on the Transportation Subcommittee, and Representative Bow (R. - Ohio), who is on our Committee.

(signed) John W. Coffey

John W. Coffey
Assistant Deputy Director
for Support

ADD/S:JWC/ms (25 May 70) Distribution:

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